

Tunnel Proposal for I-710 Gap Closure

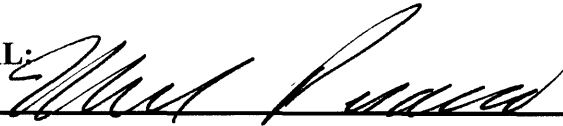
REGIONAL COUNCIL ATTACHMENT #4.2.3

Thursday, March 6, 2003

REPORT

DATE: March 6, 2003
TO: Regional Council
FROM: Alan Havens, Senior Regional Planner, Planning and Policy
(213) 236-1851/ Havens@scag.ca.gov
RE: Tunnel Proposal for I-710 Gap Closure

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approval for SCAG staff to work with the LACMTA, Caltrans, the Cities of Los Angeles, Alhambra, South Pasadena, and Pasadena, and other interested parties, in further refining the concept of a tunnel option to close the I-710 gap between I-10 and I-210.

TCC approved this item at their February 6, 2003 meeting.

SUMMARY:

A proposal to study an extension of the I-710 Freeway from I-10 to I-210 was presented to the South Pasadena City Council on Wednesday, January 15, 2003. The presentation was by Roger Snoble, Executive Director of LACMTA, Mark Pisano, Executive Director of SCAG, and Assemblywoman Carol Liu (D-La Canada Flintridge). The Council action was not to oppose the study of a tunnel freeway connection from the Long Beach Freeway to the Foothill Freeway by the MTA and other interested agencies.

BACKGROUND:

Completion of the Long Beach Freeway from El Sereno and Alhambra to Pasadena, through South Pasadena, providing a 6.2 mile gap closure between I-710 and I-210, the Foothill Freeway, has been opposed by the City of South Pasadena for several decades. Specifically, an above-ground freeway and an alternative cut-and-cover structure, have been opposed by South Pasadena.

The concept presented to the South Pasadena City Council entails a route including twin 6.2-mile tunnels, completely underground as a potential solution to this controversy. Mark Pisano, executive director of SCAG said that European models for roadway tunnel construction could be used; and Roger Snoble, executive director of the MTA, indicated that the MTA has considerable experience in building tunnels, including the 17.4 mile Red Line subway.

The City Council of South Pasadena at its January 15, 2003 meeting took action not to oppose preliminary studies to close the gap in the Long Beach Freeway, with a tunnel. It was recognized at the meeting that specifics of the proposed tunnel connection including exact alignment, on-and-off ramps, if any except at the north and south ends, and whether the entire

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6.2 mile extension would be in tunnel, would have to be resolved as would be costs and funding used for construction. Further, it is recognized that air circulation, seismic conditions and other aspects of below-surface construction would need to be included in the feasibility study.

The 2001 Regional Transportation Plan (RTP) adopted in April 2001 includes under mixed-flow projects, I-710 linkage from I-10 to Huntington Drive and from Huntington Drive to I-210, requiring Project Study Reports. The specific design features of this I-710 gap closure have not been specified in the adopted RTP. The total funding identified in the 2001 RTP for this project is approximately one billion dollars in 1997 dollars. The proposed new study of tunnel linkage between I-710 and I-210 would not be precluded by the current RTP.

FISCAL IMPACTS:

Staff work for this item is already included in the current OWP

A handwritten signature in black ink, appearing to be "Mike", is written over the end of the sentence "Staff work for this item is already included in the current OWP".